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Appl. No.: 10/693,828

**AMENDMENTS TO THE CLAIMS WITH MARKINGS TO SHOW CHANGES  
MADE, AND LISTING OF ALL CLAIMS WITH PROPER IDENTIFIERS**

- 1.-2. (Canceled).
3. (Currently amended) The adjustment drive of claim ~~[[1]]~~ 14, wherein the drive motor is flange-mounted to the first side of the carrier.
4. (Currently amended) The adjustment drive of claim ~~[[1]]~~ 14, wherein the drive train has an output member for receiving ~~[[a]]~~ the hollow shaft in fixed rotative engagement.
5. (Original) The adjustment drive of claim 4, wherein the output member is a tooth segment.
6. (Original) The adjustment drive of claim 4, wherein the hollow shaft has internal teeth for connection in a rotationally fixed manner to a control element to be adjusted.
7. (Canceled)
8. (Currently amended) The adjustment drive of claim ~~[[1]]~~ 14, wherein the carrier has a plate-shaped configuration.

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9. (Original) The adjustment drive of claim 7, wherein the carrier is formed with a projecting centering pin.
10. (Canceled)
11. (Currently amended) The adjustment drive of claim ~~[[1]]~~ 14, wherein the drive motor is a brushless motor and has an external rotor.
12. (Currently amended) The adjustment drive of claim ~~[[1]]~~ 14, wherein at least the carrier and the plurality of gear wheels are made of metal.
13. (Currently amended) The adjustment drive of claim ~~[[1]]~~ 14, wherein at least the carrier and the plurality of gear wheels are made of steel or non-ferrous heavy metal.
14. (New) A self-contained module of an adjustment drive, comprising:
  - a carrier;
  - a drive motor mounted to a first side of the carrier and having a splined output; and
  - a drive train in driving relationship with the drive motor, said drive train including
    - a first gear wheel mounted to a second side of the carrier and meshing with the output of the drive motor,
    - a first double spur gear assembly mounted to the second side of

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the carrier and having two spur gears with different number of teeth, wherein the first gear wheel is operatively connected to the spur gear of greater number of teeth in overlapping relationship,

a second double spur gear assembly mounted to the first side of the carrier and having two spur gears with different number of teeth, wherein the spur gear of smaller number of teeth of the first double spur gear assembly is in mesh with the spur gear of greater number of teeth of the second double spur gear assembly for reducing a motor speed of the drive motor, and

a hollow shaft operatively connected to the spur gear of smaller teeth of the second double spur gear assembly for attachment of a control element to be adjusted.